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25X1A

Dispatch No. [REDACTED] A 0021

9 April 1956

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TO:

FROM:

SUBJECT:

143323
DOCUMENT NO. 143323
NO CHANGE IN CLASS. ☐
☐ DECLASSIFIED
CLASS. CHANGED TO: TS (S) O
NEXT REVIEW DATE: 8-1-06
AUTH: HR 70-8
DATE: 8-1-86 REVIEWER: 100368

1. Dat. "A" A-1005

2. Conclusions:

A. Estimate of mission success-poor

B. None

C.

(1) OPS order be received by unit minimum of 24 hrs prior to mission aircraft departures.

(2) Weather information must be received prior to departure for adequate crew briefings.

(3) Some degree of flexibility must be given unit for last minute changes to flight plans.

3. Comment on adequacy of Support Items

A. not applicable

B. adequate

C. Base facilities were adequate

D. Not available

E. Adequate

F. Adequate

G. Not applicable

H. None

4. Comment or effect of following on success of the mission.

A. Excellent

B. Too slow. Time required to transmit and receive messages too great.

C. Not reliable. Malfunction of tracker on this mission caused unit to lose scoring points on [REDACTED]

D. Weather, closed cover, caused one half of mission to be non effective.

E. Excellent.

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- F. Excellent.
- G. Slow but adequate.
- H. Climb to altitude over base and maintain maximum altitude during entire flight.
- I. More time is needed to prepare for mission.
- (1) Prepare a/c and equipment.
 - (2) Prepare necessary flight information for the pilot.
 - (3) Have latest weather information prior to departure of mission aircraft.
 - (4) Have on hand missions prepared for different areas to reduce flight planning delays.
 - (5) Authorize the unit to prepare flight plans and Flight missions based on weather and target requirements.
 - (6) [REDACTED] should arrive at this station at least four hours prior to the departure of the first aircraft. This message should also include Jet Stream information (core height, maximum velocities, position, etc.). Cloud category information should state which side of the line the category refers to whenever the line is not closed. Turbulence should be classified as light, moderate or severe. Also, contrails should be classified as persistent or non-persistent. Since the early morning wind forecast for 44 points of the United States are to be discontinued, the [REDACTED] report should include winds at flight altitude along the route.
 - (7) [REDACTED] was received by the weather station at 0545P. This was too late to brief the first two pilots with the latest weather information during time allocated in the pre-breathing period.

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Enclosure:

Documentation of weather flights (sortie A-1005)

TS #70

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